



Utah Department of Transportation

Statewide Transportation Improvement Program

2004 - 2008

Mission Statement

"Quality Transportation
Today -
Better Transportation
Tomorrow"

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Statewide Transportation Improvement Program 2004 - 2008 INTRODUCTION

The Utah Department of Transportation's Statewide Transportation Improvement Program (STIP) is a five-year program of highway and transit projects for the State of Utah. It is a compilation of projects utilizing various federal and state funding programs; and, includes highway projects on the state, city, and county highway systems, as well as projects in the National Parks, National Forests, and Indian Reservations.

The Statewide Transportation Improvement Program is developed through a cooperative process between the Utah Department of Transportation, Metropolitan Planning Organizations, Federal, City, and County Governments. The program is designed to implement the Long Range Highway Plan, Transit Plans, short range needs, and provide for the preservation of the existing transportation systems within the State.

In addition to the Statewide Transportation Improvement Program, Federal law requires Transportation Improvement Programs (TIP) for all metropolitan areas exceeding 50,000 population. TIP's are developed by

Metropolitan Planning Organizations designated by the Governor. In Utah, the planning organizations are the Wasatch Front Regional Council (WFRC) for the Salt Lake and Ogden urbanized area, the Mountainlands Association of Governments (MAG) for the Provo-Orem urbanized area, and the Cache Metropolitan Planning Organization (CMPO) for the Logan Metropolitan Area. The Dixie Metropolitan Planning Organization (DMPO) for the St. George urbanized area.

Projects developed by the M.P.O.'s for their respective TIP's are also included in the STIP. Exceptions are projects wholly funded by cities and counties within the metropolitan areas. It is the expressed intent of the Utah Statewide Transportation Improvement Program to include, by reference, all complete and approved Transportation Improvement Programs from the Metropolitan Planning Organizations.

The federal highway and transit bill, the Transportation Equity Act for the 21st Century (TEA-21) requires that the STIP and all TIPs be made reasonably available for public review and comment. To comply with this requirement, the Utah Department of Transportation placed legal notices in Utah's major newspapers inviting public comment. In addition, copies of the proposed STIP were

made available on UDOT's web site for all that have interest in Utah's transportation system.

The Utah Transportation Commission has given appropriate consideration to the comments received as part of its deliberations in the final approval of the STIP.

The Clean Air Act Amendments of 1990 require that a determination be made that the TIP's conform to the latest air quality implementation plan before they can be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both the Salt Lake / Ogden and Provo /Orem metropolitan areas have been found to be in compliance with the implementation plan.

FEDERAL- AID TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

Statewide Long Range Transportation Plan

The Statewide Transportation Planning Process provides a coordinated, multi-modal plan for improvements and improvement strategies to the State's Transportation System for the next 20 years. The plan is financially constrained by year and includes sufficient financial information to determine which projects and strategies can be implemented using projected revenues. The plan also addresses projects that are needed, but are not scheduled to be constructed because funding will not be available under the projected funding levels.

The Statewide Transportation Planning process uses data collected from a series of management systems, corridor inventories, and other special programs, combined with public input to develop strategies and projects to improve the transportation system.

Four Management Systems have been developed to provide data and strategies for input into the development of the Statewide Transportation Plan. Those management systems are:

- < Pavement Management
- < Bridge Management
- < Highway Safety
- < Traffic Congestion Management

Corridor Inventories compile information on current roadway condition, right of way, pavement width, current and predicted traffic volumes, accident reports, and other significant information concerning the highway.

Public input is key to an effective planning process. Two sources are used to provide early input into the process:

1. *Major Users Group*

Coordination and cooperation of other transportation providers and major transportation users is sought at Major Users Group meetings. Groups include the Utah Travel Council; Indian Nations; major bus and trucking associations bicycle and pedestrian interests; other state and local agencies; and other individuals.

2. *Public Meetings*

Public meetings are the second source of public input. Meetings are held annually throughout the state with at least two meetings in each region. Topics discussed include the state highway system, bicycle and

pedestrian paths, local road system, Statewide Long Range Transportation Plan, and review of the Statewide Transportation Improvement Program.

The Statewide Long Range Transportation Plan is subject to review, revision , and approval by the Utah Transportation Commission.

Statewide Transportation Improvement Program

Preparation of a new STIP begins with a review and adjustment of the current program, based on the latest project costs and the most recent revenue forecasts. This information is disseminated to Regions for use in developing priorities for addition to the STIP.

Each Region conducts a meeting of its Roadway Management Committee including the Transportation Commissioner for the area. At this meeting a review is made of information developed from public meetings, management systems, corridor inventories and members personal knowledge of the system. Region priorities are developed for projects to be added to the development of a new STIP.

In the late 1980's the Utah Transportation Commission adopted its current "Preservation Strategy" which provides that the first priority of UDOT will be to preserve the current value of our existing highway system. When projects are programmed each year, restoration and preservation of deteriorating pavements and bridges will receive the highest priority. New highways and increased capacity on existing routes must be programmed from remaining funds. Annually, The Utah Transportation Commission conducts a workshop with Central and Region Staff. The purpose of this workshop is to review existing highway conditions and to assign funding levels to the various elements of the highway system. Past levels of investment are compared to current highway conditions and trends. This information, with current funding projections, and recommendations from UDOT staff; is used to determine preservation and other program funding levels for the third year of the STIP. Major elements included in the analysis are pavement preservation, traffic operations and safety, bridge preservation and replacement, congestion mitigation, new and reconstruction of rest areas, and air quality.

A draft STIP is developed and submitted to the Transportation Commission for review of conformity with the directives developed at the workshop. When approved, the draft STIP is advertised for thirty days for opportunity for

public comment. The Commission reviews public comment, takes action if considered appropriate, and approves the final STIP for submittal to the Federal Highway Administration and Federal Transit Administration for approval of federal-aid funding.

<http://www.dot.utah.gov/progdev/stip/2003StipAll.pdf>

Metropolitan Planning Organizations

M.P.O.'s have the responsibility for preparing and approving Transportation Improvement Programs for their respective urbanized areas. Specific factors which must be considered in their long range planning and TIP development are mandated by the federal requirements under TEA-21.

For detailed information about the urban planning process, the reader is referred to the TIP's prepared by the Wasatch Front Regional Council for the Salt Lake-Ogden Urbanized Area, approved on August 28, 2003.

<http://www.wfrc.org/reports/tip/tipdl.htm>

The Mountainland Association of Governments for the Provo-Orem Urbanized Area approved on August 7, 2003.

<http://www.mountainland.org/TIP/2003TIP.pdf>

The Cache Metropolitan Planning Organization for the Logan Urbanized Area Approved July 14, 2003.

Contact Jay Aguiar at 435-716-7154

The Dixie Metropolitan Planning Organization for the St. George Urbanized Area. Approved on August 20, 2003.

Contact Lowell Elmer at 435-673-3548.

Local-Rural and Small-Urban

The TEA-21 requires that "project selection for areas of less than 50,000 population (excluding projects undertaken on the National Highway System and pursuant to the Bridge and Interstate Maintenance Programs) be selected by the State in cooperation with the effected local officials."

The Utah Department of Transportation in cooperation with local government officials represented by the Joint Highway Committee (JHC) has developed a policy and procedure to implement a long-range planning process through which needs are identified and prioritized in Local Rural and Small Urban areas. The JHC is a 30 member committee selected jointly by the Association of Counties and the League of Cities and Towns.

OTHER PROVISIONS OF TEA-21

Single Occupancy Vehicles

For transportation management areas classified as non-attainment for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed in such area for any highway project that will result in a significant increase in carrying capacity for single occupancy vehicles unless the project is part of an approved congestion management system.

This provision of TEA-21 has been addressed as part of WFRC's and MAG's TIPs under Congestion Management. The reader is referred to those documents for details.

Transportation Control Measures

Transportation Control Measures required by the State Implementation Program have been addressed by the WFRC and MAG in their TIPs. Please refer to those documents for specific details.

HIGHWAY FUNDING

The Fiscal 2004 - 2008 Statewide Transportation Improvement Program was developed on the basis of current fund balances and projected Federal-aid funding. It also considers current State fund balances and projected State Revenues for each of the three years of the short range element of the STIP. FY-97 was the last year of federal-aid funding under the ISTEA legislation.

A new six year act, TEA-21, was enacted by Congress in June of 1998 to provide highway and transit funding apportionment through FY-2003. As part of the annual budget process, Congress sets limits on the amount of the States apportionment that can be expended for projects. This limitation is called "obligation authority" and is typically less than apportionment. STIP funding is based on obligation authority received in FY 2003 and estimated through FY-2006. Revisions to the STIP may be required as the annual obligation authority becomes known. Funds will be reserved to assure implementation of

Transportation Control Measures as required by the State Implementation Plan and as detailed in the Transportation Improvement Programs approved by the Wasatch Front Regional Council and the Mountainland Association of Governments.

Highway Funding Sources

Interstate Maintenance (IM) - Funds used for resurfacing, restoration, and rehabilitation and reconstruction of the Interstate Highway System. These funds cannot be used to provide new capacity to the system, nor for construction of new facilities such as rest areas, ports of entry, etc.

National Highway System (NHS) - This program provides funding for improvements to rural and urban roads that are part of the NHS. The NHS system of highways which includes interstate highways is considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors

Surface Transportation Program (STP) - The STP provides flexible funding that may be used by the State and Local Governments for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. A portion of the funds reserved for rural areas may be spent on rural minor collectors. Fifty percent of STP funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the state at the discretion of the Utah Transportation Commission.

Of the remaining 20 percent of the funds, ten percent must be spent on highway safety projects and ten percent must be spent on Transportation

Enhancement projects. Safety projects include Hazard Elimination, Railroad Crossing, and Railroad Protective Devices.

Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the inter-modal transportation system. The program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

The Utah Transportation Commission has established sub-allocations for the use of enhancement funds. One-third of the funds will be used for construction of pedestrian overpasses, one third will be used for construction and reconstruction of rest areas, and the remaining third will be used for other eligible activities.

An Enhancements Advisory Committee will be appointed by the Commission to receive, evaluate and recommend individual projects other than pedestrian overpasses and rest areas.

Congestion Management/Air Quality (CMAQ) - The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related

emissions. Projects such as park and ride lots, signal coordination, and ride-sharing qualify for these funds. CMAQ funds are programmed by the M.P.O.'s in cooperation with UDOT.

Bridge Replacement and Rehabilitation Program (BR) - provides funds to assist in the replacement or rehabilitation of deficient highway bridges and to seismic retrofit bridges located on any public road system. Bridges must have a span of 20 feet and must be listed on the Federal Register with a sufficiency rating of 80 or less for rehabilitation and 50 or less for replacement.

High Priority Projects - This program provides designated funding for specific projects (commonly referred to as demonstration projects) identified by Congress. TEA-21 includes 1850 projects, nationwide, each with a specified amount of funding over the 6 year period.

Recreational Trails Program - This program provides funds to develop and maintain recreational trails for motorized and non motorized recreational trail users. The program funding represents a portion of the revenue received by the Federal Highway Trust Fund from the motor fuel excise tax paid by users of off-road recreational vehicles.

State Funding Sources - The state makes funds available from several sources for highway and bridge construction. Sources include, special fuel taxes, vehicle registration fees, and drivers license fees. Seventy-five percent of these fees are kept by UDOT for construction and maintenance on state highways. The remaining 25 percent are

made available to the cities and counties for local road use. In addition, funds have been appropriated by the Legislature for the reconstruction of badly needed highway sections statewide. These funds are designated in the STIP as "Centennial Funds".

TRANSIT FUNDING

The Utah Transit Authority (UTA), the City of Logan/Logan Transit District and Park City/Park City Transit are the primary provider of public transit service in Utah. UTA in cooperation with the Wasatch Front Regional Council, and the Mountainland Association of Governments, develops programs of transit service and facility improvements to enable them to meet the goals of their Strategic Plan. Transit planning in the Logan urbanized area is provided by the CMPO and Logan Transit District. Transit planning in the St. George urbanized area is provided by the DMPO.

WFRC, MAG, DMPO and CMPO have, in their TIPs, provided a detailed descriptions and financial analysis of the Transit Development Programs as they relate to the four urbanized areas. The reader referred to those documents for details.

Funding analysis for the Section 5310 Elderly and Handicapped Program and the Section 5311 Small Urban and Rural Transportation Assistance Program is included in the transit project listing.

TRANSIT FUNDING SOURCES

FTA Section 5307, Urbanized Area Formula Grants. Grants to urbanized areas and states for transit-related purposes. Statutory Reference 49USC5307

Eligible Recipients:

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds.

Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management pursuant to 49USC5307(a)(2). Generally transportation management area is an urbanized area with a population of 200,000 or more. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Eligible Purpose:

Planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime preventions and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guide way systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service are considered capital costs.

Allocation of Funding:

Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 or more, the formula is based on a combinations of bus revenue vehicle miles, bus passenger miles, fixed guide way revenue vehicle miles and fixed guide way route miles as well as

population density

Match:

The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance. Urbanized areas over 200,000 are no longer eligible for operating assistance under this grant program

FTA Section 5309, Bus and Bus-Related Grants - Funded under Capital Investment Grants. Grants may be made to assist in the financing bus and bus-related capital projects that will benefit the country's transit systems. Statutory Reference 49USC5309.

Eligible Recipients:

Public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Eligible Purposes:

Acquisition of bused for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement

vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers, shop and garage equipment, and cost incurred in arranging innovative financing for eligible projects.

Allocation of Funding:

Allocated at the discretion of the Secretary although Congress fully earmarks all available funding.

Match:

80 Percent Federal, 20 percent local

Section 5309, New Starts Program:

Funded under Capital Investment Grant
Statutory Reference: 49USC5309

Description:

The FTA's discretionary New Starts program is the Federal government's primary financial resource for supporting locally-planned, implemented, and operated transit "guideway" capital investments. From heavy to light rail, from commuter rail to bus rapid transit systems, the New Starts program has improved the mobility of millions of Americans and has fostered the development of economically viable, safer, and more livable communities. TEA-21 directs FTA to evaluate and rate the new Starts projects as an input to Federal funding decisions, and to publish the ratings in the US Department of Transportation's Annual Report on New Starts. TEA-21 also requires FTA to monitor, evaluate, and rate each project at specific planning and project development milestones. FTA's evaluations and ratings help to identify those

projects which are most worthy of Federal investment. Project ratings are considered by FTA in the development of its annual budget, and be Congress in its annual appropriations deliberations. FTA's evaluation is based on a range of New Starts Criteria provided by TEA-21 and its preceding legislation, ISTEA of 1991.

Eligible Projects:

Any fixed guideway system which utilizes and occupies a separate right-of-way, or rail line, for the exclusive use of mass transportation and other high occupancy vehicles, or uses a fixed catenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles.

TEA-21 identifies several specific New Starts criteria that the Federal Transit Administration must consider in its approval to advance transit fixed guideway projects through the New Starts project development process and enter into a long term financial commitment to implement proposed investments. The Act categorizes these criteria into three broad areas: Alternatives Analysis and Preliminary Engineering; Project Justification; and Local Financial Commitment.

Match:

The Current Federally preferred match for a New Starts project is 60% Federal and 40% local

FTA Section 5310, Elderly and Persons with Disabilities Grants-

Funded under Formula Grants

Funds are used to provide transportation services to meet the special needs of the elderly and persons with disabilities. Statutory Reference: 49USC5310

Eligible Recipients:

States apply for funds on behalf of local private non-profit agencies and certain public bodies.

Eligible Purposes:

Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

Allocation of Funding:

Funds are allocated by a formula that considers the number of elderly individuals and individuals with disabilities in each State.

Match:

80 percent Federal and 20 percent local
FTA Section 5311 Non urbanized Area Formula Grants- Funded under formula Grants Funds are used for public transportation in rural and small urban areas Statutory Reference: 49USC5311

Description:

The goals of the nonurbanized formula program are: 1) to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation; 2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban

areas; 3) to encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services; 4) to assist in the development and support of intercity bus transportation providers in nonurbanized transportation to the maximum extent feasible.

Eligible Recipients:

State and local governments, non-profit organizations (including Native American tribes and groups), and public transit operators.

Eligible Purposes:

Funds may be used for capital, operating, and administration purposes.

Allocation of Funding:

Funding is apportioned by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000. The amount that the state may use for state administration, planning, and technical assistance activities is limited to 15 percent of the annual apportionment. States must spend 15 percent of the apportionment to support rural intercity bus service unless the Governor certifies that the intercity bus needs of the state are adequately met.

Match:

The maximum Federal share for capital and project administration is 80 percent (except for projects to meet the requirement of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, which may be funded at 90 percent). The maximum Federal share for

operating assistance is 50 percent of the net operating costs. The local share is 50 percent, which shall come from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital.

Flexible Funding Program:

Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. This provision was first included in the Intermodal Surface Transportation Efficiency Act of 1999 (ISTEA) and was continued with the Transportation Equity Act for the 21st Century (TEA-21). The idea of flexible funds is that a local area can choose to use certain Federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and federal Transit Administration (FTA) Urban Formula Funds.

Since the enactment of ISTEA, FHWA funds transferred to the FTA have provided a substantial new source of funds for transit projects. When FHWA funds are transferred to FTA they can be used for a variety of transit improvements such as new fixed guideway projects, bus purchases, construction and renovations, alternatively-funded bus purchases, bus transfer facilities, multimodal transportation centers, and advanced technology fare collection systems. When FHWA funds are transferred to FTA they are transferred to one of the three programs: Urbanized Area Formula Program (Section 5307); Nonurbanized Area

Formula Program (Section 5311); Elderly and Persons with Disabilities Program (Section 5310). Once they are transferred to FTA for a transit project, the funds are administered as FTA funds and take on all the requirements of the FTA program. Transferred funds may use the same non-Federal matching share the funds would have if they were used for highway purposes and administered by FHWA. In Urbanized areas over 200,000 population, the decision on the transfer of flexible funds is made by the Metropolitan Planning Organization(s). In areas under 200,000 population the decision is made by the MPO in cooperation with the State DOT. In rural areas, the transfer decision is made by the State DOT. The decision to transfer funds should flow from the transportation planning process and the priorities established for an area as part of the planning process.

Match: 93.23 % Federal 6.77% Local

GLOSSARY

Advance Construction (AC) - A plan whereby the State, Cities, or Counties may utilize their own funds to temporarily fund federal-aid projects when federal fund apportionment for a fiscal year has been expended. Funding is then converted to federal-aid when new apportionment is received at the beginning of a new fiscal year.

Apportionment - Federal-aid funds appropriated to each state over a multi-year period as a result of an act of Congress. Current funding is authorized by the Transportation Equity Act for the 21st Century signed into law in June, 1998. Funds are allocated in a number of different categories and have certain restrictions for use within those categories.

Association of Counties - An association of officials from the 29 counties of Utah organized to consider, promote, and protect issues peculiar to county government. Fifteen members of the association are selected to represent the counties as members of the Joint Highway Committee.

Associations of Government - Regional planning districts comprised of a combination of county and municipal governments.

Concept Development - Are projects in the fourth and fifth years of the STIP. These projects are projected to move into a funded year with in the next five years. These projects have not been part

of any air quality conformity analysis and have not gone through the required selection process. These projects are listed for informational purpose only.

Federal Highway Administration (FHWA) - A division of the United States Department of Transportation responsible for administration of federal-aid highway programs throughout the country.

Federal Transit Administration (FTA) - A division of the United States Department of Transportation responsible for administration of mass transit programs.

Illustrative Projects - A listing of projects for which federal-aid funding is anticipated; but has not been received as of the date of publication of this document.

Joint Highway Committee (JHC) - A committee composed of 15 members from the Association of Counties and 15 members from the League of Cities and Towns. Develops recommendations for the Local Government projects in the Non-Urban, Small-Urban, and Bridge Replacement programs of the STIP.

League of Cities and Towns - Represents 228 incorporated Utah municipalities in such matters as legislation, publications, networking, general legal matters, etc. Fifteen members serve on the Joint Highway Committee.

Metropolitan Area - An area including the existing urbanized area, plus any contiguous area expected to become urbanized in the 20 year forecast period. The metropolitan area must include all areas of non-attainment for ozone

and carbon monoxide pollutants.

Metropolitan Planning Organization (MPO) - Designated by the Governor under the provisions of the 1973 Federal-aid Highway Act. This organization shares responsibility with the State for developing long and short- range transportation plans and programs. It provides a forum for discussion and consensus on issues which transcend jurisdictional boundaries.

Obligation Authority - Each year during the budget process, Congress sets limits on the amount of Federal Apportionment that can be expended for projects. Usually it is less than amounts apportioned. Obligation Authority covers most of the funding categories established by TEA-21. A fair share of the obligation authority must be made available to the local governments and MPOs for accomplishment of their programs. In that obligation authority is not known at the time TIPs and STIP are developed; funds available for projects in the three year elements are based on projections from the current year. TIP and STIP amendments may be required as final figures are received.

Reference Number - As shown in the project listings, it is a reference for discussion purposes and is the project reference plotted on the location maps. Projects with an * in front of the reference number denotes a project funded in more than one fiscal year.

State Implementation Plan (SIP) - A plan which shows how the State will meet air quality standards as required by the 1977 Clean Air Act Amendments. Included are traffic control measures to reduce the emissions from automobiles, a major contributor to carbon monoxide and photochemical oxidant pollution.

Statewide Long Range Transportation Plan - A 20-year prioritized listing of statewide transportation needs as identified by Utah Department of Transportation planning staff, Metropolitan Planning Organizations, local officials, and the general public. The plan is fiscally restrained to forecasted revenues.

Statewide Transportation Improvement Program (STIP) - A five-year program of highway and transit projects. The STIP must contain all projects in the state proposed for funding with Title 23 or Federal Transit Act funds, and must be consistent with the Long Range Transportation Plan. The Improvement Program is divided into two parts. The first is a three-year element wherein projects are designated to be advertised for construction within a specified fiscal year. The second element consists of approximately two years of projects designated as Concept Development (CD). Projects in this element of the STIP are not generally authorized for Federal Funding. CD projects are authorized for development of concept and cost only and are funded for these activities using state funds.

Transportation Control Measures (TCM) - Measures which can improve air quality through a reduction in travel or through a reduction in vehicle emission rates by improved traffic flow. Examples include ride-sharing programs, transit service and signal coordination.

Transportation Equity Act for the 21st Century - An act of Congress, passed in 1998, providing funding authorizations for highways, highway safety, and mass transportation for a six year period for fiscal years 1998 through 2003.

Transportation Improvement Program (TIP) A five-year capital improvements program of highway and transit projects for an urbanized area. The program is developed by the MPO designated for the area by the Governor. The program includes projects to increase efficiency of the existing transportation network, as well as capital intensive alternatives prescribed in the Long Range Transportation Plan.

Urban Area - A city or group of cities with population in excess of 5,000. Boundaries are determined by local elected officials, but may not be less than urban area boundaries as defined by the U.S. Bureau of the Census. There are twelve (12) urban areas in Utah.

Urbanized Area - A city or group of cities with population in excess of 50,000. Boundaries are determined by local elected officials, but may not be less than urbanized area boundaries as defined by the U.S. Bureau of the Census. There are five urbanized areas in Utah -- Salt Lake, Ogden, Provo, Logan, and St. George.

Utah Transportation Commission - A seven-member commission whose members are appointed by the Governor with advice and consent of the Senate. Six of the members are selected to represent specific areas of the state, and one member represents the state at large. Duties of the commission are to determine priorities and funding, location and establishment of state highways and airports, hold public meetings and provide for public involvement in transportation matters, make rules on behalf of UDOT, and advise the department on statewide transportation policy.